



POTOMAC YARD MULTIMODAL TRANSPORTATION STUDY

SUMMARY

Study Purpose

- Transportation study to recommend a future multimodal transportation network
- Performed concurrently with the Potomac Yard land use planning
- Recommendations to become a part of the Potomac Yard small area plan
- Study also serves to meet VDOT traffic study requirements under Chapter 527 of the Virginia Code

Study Area

- Study area shown in attached map
- Limits bounded by:
 - Mount Vernon Ave/Commonwealth Ave on the west – from Braddock Rd on south end to Four Mile Run on north end
 - CSX/Metrorail corridors (Potomac Yard limits) on the east
 - Alexandria city limits (Four Mile Run) on the north
 - Braddock Road from Mount Vernon Avenue to Wythe Road on the south

Transportation Study Scope

- Existing conditions analysis – traffic, transit, pedestrian, bicycle, and parking
- Forecasting future horizon year 2030 traffic:
 - Without proposed changes to Land Bays F and L
 - With proposed changes to Land Bays F and L (two scenarios of density) and no new Metro station
 - With proposed changes to Land Bays F and L (two scenarios of density) and new Metro station
- Assess ability of existing transportation system to accommodate proposed land uses in Land Bays F and L, and if necessary, identify transportation capacity improvements required

General Transportation Issues

- Route 1 caters almost exclusively to automobiles
- Route 1 acts as a barrier to pedestrian and bicyclists
- There are gaps in the bicycle and pedestrian networks
- Potomac Yard is not designed to engage transit use
- Expanse of above ground parking



Existing Conditions

- Existing conditions in study area vary
- Transportation system is generally focused on automobiles
 - Existing retail center has a suburban configuration, and the adjacent US Route 1 caters to automobile traffic passing through the area
 - Intersection analyses show that most study area intersections are operating at relatively good levels of service
 - Signal timing along US Route 1 is focused on progression of through traffic
 - Intersection of Route 1 and E. Monroe Ave operated at a poor level of service prior to the construction of the new Route 1 bridge between Monroe Ave and Slater's Ln
 - Local street grid to the south and west of Potomac Yard allows for efficient dispersion of traffic throughout the network and allows intersections to operate efficiently.
- Potomac Yard study area serviced by an existing transit network comprised of Metrorail blue and yellow lines, Metrorail regional bus services, City bus services, and City paratransit
 - Existing Potomac Yard shopping center not designed to engage transit use
 - Transit amenities such as bus shelters are not available at all areas of Potomac Yard
- Relatively good access to regional multiuse trails such as Four Mile Run trail and Mount Vernon Trail
 - Well-developed sidewalk network in Del Ray community to the west and south of Potomac Yard
 - Asphalt path along the east side of US Route 1
 - Further connectivity to nearby regional trails, filling in gaps in the sidewalk network, establishing a more complete grid of bicycle facilities, and improving crossings should be considered to enhance bicycle and pedestrian conditions in the study area

Summary

Existing conditions evaluation provides basis for understanding future challenges faced in redeveloping the Potomac Yard area and helps to guide the development of optimal multimodal transportation solutions